Fisheries and Oceans Canada | Pêches et Océans Canada
Canadian Coast Guard | Garde côtière canadienne

NOTICES TO MARINERS PUBLICATION EASTERN EDITION

VOL. 38, MONTHLY EDITION N° 04
April 26, 2013

Publication Number 40063779

Safety First, Service Always

Published monthly by the

CANADIAN COAST GUARD

www.notmar.gc.ca/subscribe

CONTENTS

		Page
Section 1	Safety and General Information	1 - 9
Section 2	Chart Corrections	10 - 19
Section 3	Radio Aids to Marine Navigation Corrections	NIL
Section 4	Sailing Directions and Small Craft Guide Corrections	20 - 25
Section 5	List of Lights, Buoys and Fog Signals Corrections	26

Maritime Services Directorate
Aids to Navigation

Canada

EXPLANATORY NOTES

Geographical positions refer directly to the graduations of the largest scale Canadian Hydrographic chart unless otherwise indicated.

Bearings refer to the true compass and are measured clockwise from 000° (North) clockwise to 359°; those relating to lights are from seaward.

Visibility of lights is that in clear weather.

Depths - The units used for soundings (metres, fathoms or feet) are stated in the title of each chart.

Elevations are normally given above Higher High Water, Large Tides unless otherwise indicated.

Distances may be calculated as follows:

1 nautical mile	= 1 852 metres (6,076.1 feet)
1 statute mile	= 1 609.3 metres (5,280 feet)
1 metre	= 3.28 feet

Temporary & Preliminary Notices are indicated by a (T) or a (P) before the chart action and in the section 1. Please note that Nautical charts are not amended by the Canadian Hydrographic Service for Temporary (T) and Preliminary (P) Notices. It is recommended that mariners chart these corrections in pencil. Listing of charts affected by Temporary and Preliminary Notices are revised and promulgated quarterly in Section 1 of the Monthly Edition.

Please note that, in addition to the temporary and preliminary changes normally advertised as (T) and (P) Notices, there are a few permanent changes to navigational aids that have been advertised as Preliminary Notices to Mariners while charts are being updated for new editions.

Marine Information Report & Suggestion Sheet - Mariners are requested to notify the responsible authorities when new or suspected dangers to navigation are discovered, changes observed in aids to navigation or corrections to publications are seen to be necessary. Such communications can be made using the *Marine Information Report & Suggestion Sheet* inserted on the last page of each monthly edition of *Notices to Mariners*.

Canadian Hydrographic Service – Information Published in Section 2 Notices to Mariners - Mariners are advised that only the most critical changes that directly affect safety to navigation are issued in Chart Corrections - Section 2. This limitation is required to ensure that charts remain as clear and easy to read as possible. As a result, mariners may see minor discrepancies of a non-critical nature between information in official publications. For example, a small change in the nominal range or height of a light may not result in the production of a chart correction, in *Notices to Mariners*, but may result in a *List of Light, Buoys and Fog Signals* correction.

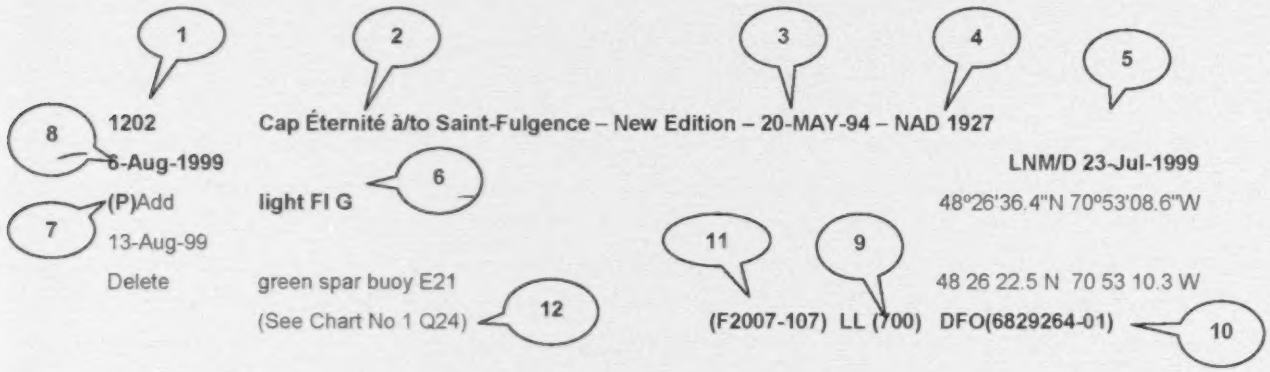
In case of discrepancy between information provided on CHS charts related to aids to navigation, and the List of Light publication, the latter shall be deemed as containing the most up to date information

Canadian Nautical Charts & Publications - A source list of *Canadian Nautical Charts & Publications is published in Notice No. 14* of the *Notices to Mariners Annual Edition April 2012*. The source supply and the prices effective at the time of printing are listed. For current chart edition dates refer to the following website:
www.chs-shc.gc.ca/charts-cartes/paper-papier/index-eng.asp

NOTE: Cette publication est aussi disponible en français.

CHART CORRECTIONS - SECTION 2

Corrections to nautical charts will be listed in numeric order by chart number. Each chart correction listed applies only to that particular chart. Related charts, if any, will have their own specific correction listed separately. Users should also refer to CHS Chart 1 Symbols, Abbreviations Terms for additional information pertaining to the correction of charts. The illustration below describes the elements that will comprise a typical Section 2 chart correction.



1 - Chart Number	**5 - Last Correction**	**9 - List of light number**
2 - Chart Title	**6 - Chart action**	**10 - CHS reference number**
3 - Chart's latest New Edition date	**7 - Notice type**	**11 - CCG reference number**
4 - Horizontal Chart Datum	**8 - Weekly chart correction date**	**12 - Chart No 1 reference number**

The last correction number is identified with the **LNM/D** or **L**ast **N**otice to **M**ariners Number / **D**ate. This number is expressed in either old notice number format (ex.: 594/99) or in day-month-year format which is the date known as the weekly chart correction date shown in the above diagram as item (8).

ADVISORY

NOTICES TO SHIPPING (WRITTEN AND BROADCAST)

The Canadian Coast Guard is implementing a number of changes to the aids to navigation system in Canada.

These changes are advertised as Notices to Shipping (Broadcast and Written) by the Canadian Coast Guard and are followed up with Notices to Mariners, then charts are updated by hand correction, reprints or new editions.

Mariners are advised that all relevant Written Notices to Shipping should be kept until superseded by Notices to Mariners or through revised charts issued by the Canadian Hydrographic Service.

Written Notices to Shipping are available on the Canadian Coast Guard Website at:
www.ccg-gcc.gc.ca/eng/CCG/NOTSHIP.

The Canadian Hydrographic Service is reviewing the impact of these changes with the Canadian Coast Guard and together are preparing an action plan on the issuing of chart revisions.

For further information contact your local Regional Notices to Shipping (Notships) issuing authorities.

Newfoundland
*Fisheries and Oceans Canada
Canadian Coast Guard
Port aux Basques MCTS Centre
49 Stadium Road
P.O. Box 99
PORT AUX BASQUES, NL A0M 1C0
Telephone : (709) 695-2168
Facsimile : (709) 695-3833
Email :notshippax@dfo-mpo.gc.ca
Website: www.ccg-gcc.gc.ca/eng/CCG/Notship_Home

Québec

* Fisheries and Oceans Canada
Canadian Coast Guard
Montréal MCTS Centre
101 Roland Therrien Blvd., 5th Floor
LONGUEUIL, QC J4H 4B9
Telephone: (450) 928-6174
Facsimile: (450) 928-4547
Email: opsavis@dfo-mpo.gc.ca
Website: www.marinfo.gc.ca/
Website: www.ccg-gcc.gc.ca/eng/CCG/Notship_Home

Maritimes

* Fisheries and Oceans Canada
Canadian Coast Guard
Sydney MCTS Centre
P.O. Box 8630
SYDNEY, N.S. B1P 6K7
Telephone: (902) 564-7751 or 1-800-686-8676
Facsimile: (902) 564-2446
Email: notshipssyd@mar.dfo-mpo.gc.ca
Website: www.ccg-cc.gc.ca/eng/CCG/Notship_Home

Central & Arctic

* Fisheries and Oceans Canada
Canadian Coast Guard
Marine Communications and Traffic Services
Notices to Shipping Series "C"
401 King Street West
PRESCOTT, ON K0E 1T0
Telephone (613) 925-0666 or 1-800 265 0237
Facsimile: (613) 925-4519
Email: NotshipC&A@DFO-MPO.GC.CA
Website: www.ccg-cc.gc.ca/eng/CCG/Notship_Home

* Fisheries and Oceans Canada
Canadian Coast Guard
Iqaluit MCTS Centre
Notices to Shipping Series "A" and Series "H"
P.O. Box 189
IQALUIT NU X0A 0H0
Telephone: (867) 979-5269
Facsimile: (867) 979-4264
Email: IQANORDREG@INNAV.GC.CA
Website: www.ccg-cc.gc.ca/eng/CCG/Notship_Home

*** Services provided in English and French**

MONTHLY EDITION OF NOTICES TO MARINERS

WEB ACCESS

We are offering a feature where subscribers to our on-line service are able to receive the complete electronic monthly edition of our Notices to Mariners. We are encouraging our clients to visit the www.notmar.qc.ca/subscribe website to subscribe for this service.

Users wishing to receive information updates for their charts can do so by setting up a "User Profile" on the following
web page www.notmar.qc.ca/search/mycharts-eng.php?czoxOToibnRtPXN0ZXBfb25lJmxhbmc9ZSI7

This feature permits users to register the nautical charts they currently have in their possession. Registrants are then automatically notified by e-mail when a Notice to Mariners is published concerning these charts.

INDEX

CANADIAN HYDROGRAPHIC SERVICE - ANNOUNCEMENT REGARDING CANADIAN HYDROGRAPHIC SERVICE CHART PATCHES 1

CANADIAN HYDROGRAPHIC SERVICE - CUMULATIVE CHART CORRECTIONS 1

CANADIAN HYDROGRAPHIC SERVICE - CURRENT CHART EDITION DATES 1

CANADIAN HYDROGRAPHIC SERVICE - PRINT ON DEMAND CHARTS - CARE AND USE 1

CANADIAN HYDROGRAPHIC SERVICE - TRANSPORT CANADA NAVIGATION SAFETY - ECDIS 1

*401 CANADIAN HYDROGRAPHIC SERVICE - ELECTRONIC NAVIGATIONAL CHARTS 2

*402 CANADIAN HYDROGRAPHIC SERVICE – SAILING DIRECTIONS - ATL 106 — GULF OF MAINE AND BAY OF FUNDY, FIRST EDITION, 2001 IS NOW AVAILABLE AS PRINT-ON-DEMAND (POD) PRODUCT 2

*403 ST. LAWRENCE RIVER - CENTRAL AND ARCTIC REGION - TRANSIT OF WIDE-BEAM VESSELS AND LONG VESSELS 2

*404 CANADIAN COAST GUARD - LIST OF CHARTS AND REFERENCE CHARTS (SECTION I) AFFECTED BY TEMPORARY AND PRELIMINARY NOTICES 7

*405(P) MAIN-À-DIEU PASSAGE – FOG SIGNAL TO BE DISCONTINUED 7

*406(P) INGONISH HARBOUR AND / ET DINGWALL HARBOUR – SPAR BUOY TO BE DISCONTINUED 8

*407 CHEBUCTO HEAD TO / À BETTY ISLAND – SUBSURFACE MOORINGS 8

*408 OWEN SOUND TO / À GIANT'S TOMB ISLAND – MEASURED DISTANCE 9

*409 TRYON SHOALS TO / À CAPE EGMON – LIGHT DISCONTINUED 9

*410 FLINT ISLAND TO / À CAPE SMOKEY – LIGHT AND WHISTLE BUOY DISCONTINUED 9

NUMERICAL INDEX OF CANADIAN CHARTS AFFECTED

Chart No.	Page	Chart No.	Page	Chart No.	Page
1310	10				
1311	11				
1315	12				
1317	13,14				
1350	14				
2257	14				
2268	15				
2283	9				
2299	15				
4013	15				
4015	15				
4022	16				
4025	16				
4045	17				
4049	17				
4142	17				
4237	18				
4279	18				
4365	8				
4367	9, 18				
4377	7, 8				
4385	8				
4406	9				
4485	18, 19				
8012	19				

SECTION 1
SAFETY AND GENERAL INFORMATION

CANADIAN HYDROGRAPHIC SERVICE - ANNOUNCEMENT REGARDING CANADIAN HYDROGRAPHIC SERVICE CHART PATCHES

Colour Web Patches are free to the mariner, and given the quality of many printers, should reproduce well. They will be available in real time all around the world.

CHS welcomes your feedback on this service at chsinfo@dfo-mpo.gc.ca

CANADIAN HYDROGRAPHIC SERVICE - CUMULATIVE CHART CORRECTIONS

The cumulative Notices to Mariners corrections for charts can now be accessed at
www.notmar.gc.ca/search/notmar-eng.php

CANADIAN HYDROGRAPHIC SERVICE - CURRENT CHART EDITION DATES

CHART EDITIONS
The three terms described below are used to indicate the publication status of Canadian charts.

NEW CHART - "NEWCHT"
The first publication of a Canadian chart embracing an area not previously charted to the scale shown, or embracing an area different from any existing Canadian chart.

NEW EDITION - "NEWEDT"
A new issue of an existing chart containing amendments essential to navigation in addition to those issued in Notices to Mariners and making existing editions obsolete.

REPRINTS
A new issue of the current edition of a chart incorporating no amendments of navigational significance other than those previously promulgated in Notices to Mariners. It may also contain amendments from other sources provided they are not essential to navigation. Previous printings of the current edition remain in force.

The current chart edition dates can be accessed at www.chs-shc.gc.ca/charts-cartes/paper-papier/index-eng.asp

CANADIAN HYDROGRAPHIC SERVICE - PRINT ON DEMAND CHARTS - CARE AND USE

Background

By providing nautical charts to the public, the goal of the Canadian Hydrographic Service (CHS) is to provide services for safe navigation in a fiscally responsible manner. As a result, CHS continues to expand its portfolio of nautical paper charts that are printed using Print On Demand (POD) technology. These charts are easily recognized by their whiter paper and the coloured logo of the Canadian Hydrographic Service. This new technology enables CHS to print charts in a more efficient manner while enhancing chart content through being able to quickly add new and important information. POD technology provides customers with up-to-date charts without the historical hand-drawn corrections or glued-on patches. Additionally, this technology eliminates out-of-stock situations which arise with the traditional printing and warehousing methods. In the event of a national emergency, CHS can respond to the appropriate authorities with best available information very quickly.

Care of Your POD Chart

CHS encourages its customers to handle the POD charts more carefully than the traditional lithographic charts. When plotting information on POD charts, use HB pencils and apply limited pressure. Testing has suggested that an Indian gum eraser is more effective than alternatives when used on the product. This eraser is also suitable for charts printed using lithographic processes.

CANADIAN HYDROGRAPHIC SERVICE - TRANSPORT CANADA NAVIGATION SAFETY - ECDIS

Mariners are advised that ECDIS may not display some isolated shoal depths when operating in "base or standard display" mode. Route planning and monitoring alarms for these shoal depths may not always be activated. To ensure safe navigation and to confirm that a planned route is clear of such dangers, mariners should visually inspect the planned route and any deviations from it using ECDIS configured to display "all data". The automated voyage planning check function should not be solely relied upon.

SECTION 1
SAFETY AND GENERAL INFORMATION

*401 CANADIAN HYDROGRAPHIC SERVICE - ELECTRONIC NAVIGATIONAL CHARTS

NEW PRODUCTS	
S-57 ENC NUMBER	CHART TITLE
CA373431	Hell Gate and Cardigan Strait
CA376243	Trinity Bay - Northern Portion/Partie Nord
CA470756	Halibut Bank to/à Ballenas Channel
CA476244	Trinity Harbour
CA576245	Trinity Wharves
CA576269	Shippegan Harbour
CA576270	Bathurst Harbour
CA673443	Scudder
CA673444	Westdock
WITHDRAWN PRODUCTS	
CA173289	Lake Superior/Lac Supérieur
CA273095	Lake Huron/Lac Huron
CA470023	Topaze Harbour
CA470135	Continuation A
CA470308	Johnstone Strait, Port Neville to/à Robson Bight (Part 1 of 2)
CA570263	Whiterock Passage
CA573012	Lower Niagara River and Approaches
CA573099	Scudder
CA573326	West Dock
CA673358	Trapp Rock

*402 CANADIAN HYDROGRAPHIC SERVICE – SAILING DIRECTIONS - ATL 106 — GULF OF MAINE AND BAY OF FUNDY, FIRST EDITION, 2001 IS NOW AVAILABLE AS PRINT-ON-DEMAND (POD) PRODUCT

The Sailing Directions booklet ***ATL 106 — Gulf of Maine and Bay of Fundy, First Edition, 2001*** is now available as Print-on-Demand (POD) product. POD booklets are updated through Notices to Mariners to the date of printing. For instance, the POD version of ATL 106 now incorporates some 105 Notices to Mariners issued since 2001, which previously had to be manually added to the book. The Canadian Hydrographic Service (CHS) is converting all of its Sailing Directions to the POD format in response to requests received through our Level of Service initiative. Contact an authorized CHS dealer to purchase a new copy.

Please note that despite the new look, the content remains the same except that the Notices to Mariners have been incorporated up to the date of printing.

*403 ST. LAWRENCE RIVER - CENTRAL AND ARCTIC REGION - TRANSIT OF WIDE-BEAM VESSELS AND LONG VESSELS

Reference Notship Q0227/2013

Transit of wide-beam vessels and long vessels in the Québec-Montréal segment.

Definitions:
In the Québec-Montréal segment
Wide-beam vessel means a vessel whose overall length does not exceed 300.0 metres and whose width is equal to or greater than 32.5 metres, but not exceeding 44.0 metres.
Long vessel means a vessel whose overall length is between 270.0 and 300.0 metres and whose width does not exceed 44.0 metres

SECTION 1
SAFETY AND GENERAL INFORMATION

Effective date: Spring 2013.

This notice authorizes ***wide-beam*** and ***long*** vessels to safely navigate the St. Lawrence waterway between Québec and Montréal.

Mariners are requested to refer to the Notices to Mariners monthly edition at www.notmar.gc.ca - Edition 4 and chart VN-301. These documents explain which segments pose a risk. They are available on the Canadian Coast Guard, Central and Arctic Region website at www.marinfo.gc.ca.

This notice describes vessel transit conditions for:

1) Ice navigation **(G)**;
2) Meeting in risk areas **(R)** ;
3) Overtaking in risk areas **(D)**;
4) Anchorage areas (**M).**

1) Ice navigation (G)

G-1) The Corporation of Mid St. Lawrence Pilots (CMSLP) must appoint a liaison officer to work with the Ice Operations Centre in coordinating information on any ice-related risks that may be present during the transit of a ***wide-beam*** or ***long vessel.***

G-2) ***Wide-beam*** and ***long*** vessels must wait for favourable conditions before proceeding through the waterway between Québec and Montréal, in accordance with the CCG Ice Operations Centre notices or directives. Accordingly, vessels must comply with the following conditions:

a) For an upbound vessel destined for the Québec-Montréal segment: At Île Blanche, the CMSLP pilot will notify the CCG Ice Operations Centre of the vessel's estimated time of arrival (ETA) at the Québec pilot station, as well as report on how the vessel is handling in the ice. The CCG Ice Operations Centre will then contact the CMSLP liaison officer and together they will assess the ice conditions, including weakened or unstable fast ice, with a view to determining whether dislodged ice floes could pose problems to shipping during the vessel's transit between Québec and Montréal;

b) Before a vessel leaves her berth, bound for the Québec–Montréal segment: the CMSLP liaison officer must contact the CCG Ice Operations Centre so that they together may assess the ice conditions, including any weakened or unstable fast ice, with a view to determining whether dislodged ice floes could pose problems to shipping during the vessel's transit in the Québec–Montréal segment.

G-3) ***Wide-beam*** and ***long*** vessels which, given their operational conditions, appear unable to overcome the forces exerted by the ice, whether due to:

- mechanical problems;
- problems with the propulsion system;
- limitations resulting from the types of propulsion system programming;
- or other,

shall not proceed upriver from Québec before the systems in question are re-established, in order to ensure safe passage at confined areas of the river.

G-4) When there is ice under pressure, as determined by the CCG Ice Operations Centre and the CMSLP liaison officer, ***wide-beam*** and ***long*** vessels must proceed under the Québec bridges with the tidal currents.

G-5) In the Lac St-Pierre sector, pilots must give preference to the meeting of vessels during daylight and under good visibility in order to clearly perceive vessel movement, the ice conditions and whether wake from passing vessels could result in the risk of fast ice breaking off.

SECTION 1
SAFETY AND GENERAL INFORMATION

2) Directives concerning the meeting of vessels in medium- and high-risk areas (R)

R-1) Meetings are prohibited in high-risk areas.
The high-risk areas between Québec and Montréal for vessels with a combined nominal breadth of between 65 and 72.6 metres and between 72.61 metres and 88 metres are identified on chart VN-301.

•Specific sector: Contrecœur course

a)The **Contrecœur course** sector is identified as a study sector for meetings of ***wide-beam*** vessels of a combined nominal breadth of between 72.6 metres and 88 metres. Though, a priori, meetings are prohibited, pilots will be able to meet other ***wide-beam*** vessels under favourable conditions. Before their vessels meet, the pilots must notify MCTS of the manoeuvres they have agreed on.

b) Within 10 days following the meeting, the CMSLP must provide CCG and TC authorities with a report describing the vessels' condition, the passage conditions, the environmental factors, the manoeuvring conditions and all relevant comments on how the vessels handled when they met.

R-2) Medium-risk areas are assessed by pilots to determine whether vessels may be able to safely meet where one or more of the factors listed below apply:

a) The medium-risk areas between Québec and Montréal for vessels with a combined nominal breadth of between 65 metres and 72.6 metres and between 72.6.1 metres and 88 metres are identified on chart VN-301. Before their vessels meet, the pilots must notify MCTS of the manoeuvres they have agreed on.

b) Within 10 days following the meeting, the CMSLP must provide CCG and TC authorities with a report describing the vessels' condition, the passage conditions, the environmental factors, the manoeuvring conditions and all relevant comments on how the vessels handled when they met.

c) In assessing the risks associated with the meeting of vessels, pilots must take the following factors into consideration:

1) Nighttime navigation: Darkness makes it more difficult to evaluate distances, background light can be confused with ship's navigation lights and aids to navigation, beacons are fewer and unlit in winter and the effect of wave action from passing vessels on shorelines is difficult to observe;

2) Visibility: When vessels meet, the visibility must be sufficient for the pilots to visually assess the approach between the two vessels. Pilots must take into consideration that aids to navigation have a theoretical availability (75% availability) of 4.3 nm and that buoys can be hidden under the ice cover;

3) Wind velocity and direction: Under certain vessel load conditions, wind direction and velocity (above 35 knots) can influence vessel manoeuvrability;

4) Manoeuvring distance: The pilot must ensure that he/she has sufficient distance to complete the manoeuvre and re-establish the course before the next medium- or high-risk area;

5) Marine traffic: The pilot must ensure that there are no other vessels manoeuvring to overtake or meet in the sector and must also consider recreational boating and other nautical activities. All manoeuvre agreements made between vessels that contradict these directives must be communicated to the sector's MCTS;

6) Vessel characteristics: The pilot must ensure that the vessel's manoeuvring characteristics and the distance separating the vessels are sufficient to counter the interaction effects between them;

7) Passage under overhead cables and bridges: In order to ensure safe passage, the pilot must make certain that he/she has the exact data on the vessel's draught and on the vertical clearance of any electrical lines and bridges at the place of passage;

8) Towing and dredging operations: MCTS must provide pilots with information on towing and dredging operations being carried out so that the pilot may adequately assess the situation and plan the vessel's passage;

9) Channel characteristics: The pilot must take into consideration the channel configuration, type of bottom, currents and tides.

Specific sectors: Portneuf Bend, Sorel-Tracy Bend and Pointe à la Citrouille
In the context of a meeting with a tanker, the pilot must ensure that the angle of incidence on the tanker's longitudinal axis is under 30° in order to increase the likelihood (in the event of a collision) of a ricochet effect on the broadside of the vessel instead of perforating her double hull.

R-3) Speed control: In the context of a meeting of vessels that are subject to speed controls because of their draught, the pilots must adjust the prescribed speed so as to increase the safety margin by 50% more than that prescribed in the CCG underkeel clearance table, without, however, exceeding a speed over water (SOW) of 9 knots.

R-4) Meetings with ***long*** vessels are prohibited in the following areas (chart VN-301):
-Sainte-Croix Bend
-Barre à Boulard
-Cap Charles Bend
-Cap-à-la-roche Bend
-Champlain Bend
-Bécancour Bend
-Île de Grâces Bend
-Belmouth Bend
-The segment between Cap Saint-Michel and Île aux Vaches
-The downstream sector of Tétreauville

• 3) Directives on overtaking in medium- and high-risk (D)

D-1) Overtaking is prohibited in high-risk areas.
The high-risk areas between Québec and Montréal for vessels with a combined nominal breadth of between 65 metres and 72.6 metres and between 72.61 metres and 88 metres are identified on chart VN-301.

D-2) Medium-risk areas are assessed by pilots to determine whether a vessel may be able to safely overtake another where one or more of the factors listed below apply:

a) The medium-risk areas between Québec and Montréal for vessels with a combined nominal breadth of between 65 metres and 72.6 metres and between 72.6.1 metres and 88 metres are identified on chart VN-301. Before a vessel overtakes another, the pilots must notify MCTS of the manoeuvres they have agreed on;

b) Within 10 days following the meeting, the CMSLP must provide CCG and TC authorities with a report describing the vessels' condition, the passage conditions, the environmental factors, the manoeuvring conditions and all relevant comments on how the vessels handled when they met;

c) In assessing the risks associated with overtaking a vessel, pilots must take the following factors into consideration:

1) Nighttime navigation: Darkness makes it more difficult to evaluate distances, background light can be confused with ship's navigation lights and aids to navigation, beacons are fewer and unlit in winter and the effect of wave action from passing vessels on shorelines is difficult to observe;

2) Visibility: When a vessel overtakes another, the visibility must be sufficient for the pilots to visually assess the approach between the two vessels. Pilots must take into consideration that aids to navigation have a theoretical availability (75% availability) of 4.3 nm and that buoys can be hidden under the ice cover;

3) Wind velocity and direction: Under certain vessel load conditions, wind direction and velocity (above 35 knots) can influence vessel manoeuvrability;

SECTION 1
SAFETY AND GENERAL INFORMATION

4) Manoeuvring distance: The pilot must ensure that he/she has sufficient distance to complete the manoeuvre before the next medium- or high-risk area;

5) Marine traffic: The pilot must ensure that there are no other vessels manoeuvring to overtake or meet in the sector and must also consider recreational boating and other nautical activities. All manoeuvre agreements made between vessels that contradict these directives must be communicated to the sector's MCTS;

6) Vessel characteristics: The pilot must ensure that the vessel's manoeuvring characteristics and the distance separating the vessels are sufficient to counter the interaction effects between them;

7) Passage under overhead cables and bridges: In order to ensure safe passage, the pilot must make certain that he/she has the exact data on the vessel's draught and on the vertical clearance of any electrical lines and bridges at the place of passage;

8) Towing and dredging operations: MCTS must provide pilots with information on towing and dredging operations being carried out so that the pilot may adequately assess the situation and plan the vessel's passage;

9) Channel characteristics: The pilot must take into consideration the channel configuration, type of bottom, currents and tides.

D-3) Speed control: When planning to overtake another vessel, the pilot must obtain the authorization of the vessel to be overtaken. The vessels will adjust their speeds to obtain, ideally, a ratio of 2:1 (twice the speed) in order to minimize the interaction effects between the vessels. However, the overtaking vessel must not maintain a speed that could lead to accelerated shoreline erosion or cause shoreline property damage.

D-4) Overtaking **long** vessels is prohibited in the following areas (chart VN-301):

-Sainte-Croix Bend
-Barre à Boulard
-Cap Charles Bend
-Cap-à-la-roche Bend
-Champlain Bend
-Bécancour Bend
-Île de Grâces Bend
-Belmouth Bend
-The segment between Cap Saint-Michel and Île aux Vaches
-The downstream sector Tétreauville

• 4) Directives concerning anchorage areas(M)

M-1) No anchoring of ***wide-beam*** or ***long*** vessels at the Pointe-aux-Trembles (PAT) anchorage, except under exceptional circumstances.

M-2) No ***wide-beam*** or ***long*** vessels may use the long-term anchorage areas in the sector of the waterway between Québec and Montréal.

M-3) The holding anchorage areas authorized for ***wide-beam*** or ***long*** vessels are the following: Québec/Saint-Nicolas, Trois-Rivières and Sorel/Lanoraie.

M-4) If ***wide-beam*** or ***long*** vessels use an authorized holding anchorage area, the avoidance radius of the anchorage point must not adversely affect traffic or make it deviate.

Cancels notships Q801 and Q828
Cancels notship Q0545/2012.
Cancels Notice to Mariners 617(T).

Q0227/2013

SECTION 1
SAFETY AND GENERAL INFORMATION

*404 CANADIAN COAST GUARD - LIST OF CHARTS AND REFERENCE CHARTS (SECTION I) AFFECTED BY TEMPORARY AND PRELIMINARY NOTICES

IN EFFECT March 29, 2013
(REVISED AND PROMULGATED QUARTERLY)

2283	31-MAR(P)/00, 1207(P)/06
2305	1204(P)/08
3053	19-JAN(P)/01
LC 4049	25-NOV(T)/11
4140	108(P)/13; 204(P)/13
4233	210(P)/12
4236	1108(P)/12
4237	26-SEP(T)/08, 1107(P)/12, 1109(P)/12
4241	908(P)/12
4266	608(P)/12, 609(P)/12
4277	1110(P)/12
4281	1111(P)/11
4306	611(P)/12
LC 4320	26-SEP(T)/08
4328	1106(P)/12
4367	416(P)/12
4385	26-SEP(T)/08
4425	414(P)/12
4426	1111(P)/12, 1112(P)/12
4437	1205(P)/12
4659	22-AUG(P)/08
4909	613(P)/12, 810(P)/12
4911	811(P)/12; 109(P)/13; 110(P)/13
5449	808(P)/04
5707	807(P)/04
6241	108(P)/10
6267	112(P)/06
7010	153(T)/99
LC 7011	153(T)/99
7736	214(P)/12
8012	25-NOV(T)/11

*405(P) MAIN-À-DIEU PASSAGE – FOG SIGNAL TO BE DISCONTINUED

Reference: Chart: 4377

The Canadian Coast Guard proposes to permanently discontinue the following aid to navigation:

Moque Head Fog Signal (LL 765.4) (46°00'25.4"N 59°49'21.7"W)

Comments on this action are solicited from mariners and other interested parties.
Comments should be directed to the following within three months from the date of this notice:

Superintendent, Aids to Navigation,
Canadian Coast Guard,
P.O. Box 5667,
St. John's, NL,
A1C 5X1
Telephone: (709) 772-5195
Email: LlewellynD@DFO-MPO-GC.CA

SECTION 1
SAFETY AND GENERAL INFORMATION

Any objections raised must state the facts on which they are based and should include supporting information on safety, commerce and public benefit.

(G2013-003)

*406(P) INGONISH HARBOUR AND / ET DINGWALL HARBOUR – SPAR BUOY TO BE DISCONTINUED

Reference: Chart: 4365

The Canadian Coast Guard proposes to permanently discontinue the following aid to navigation:

Ingonish Harbour red spar buoy KM10 (46°38'12"N 60°23'37"W)

Comments on this action are solicited from mariners and other interested parties.
Comments should be directed to the following within three months from the date of this notice:

Superintendent, Aids to Navigation,
Canadian Coast Guard,
P.O. Box 5667,
St. John's, NL,
A1C 5X1
Telephone: (709) 772-5195
Email: LlewellynD@DFO-MPO-GC.CA.

Any objections raised must state the facts on which they are based and should include supporting information on safety, commerce and public benefit.

(G2013-010)

*407 CHEBUCTO HEAD TO / À BETTY ISLAND – SUBSURFACE MOORINGS

Reference: Edition 02/2013
Chart 4385

The following notice has been cancelled.

26-SEP-2008		LNM/D. 13-JUN-2008
(T)Add	The positions of the subsurface moorings for the OTN project are: OTN1 44° 28' 42.00" N 63° 32' 00.00" W OTN2 44° 28' 21.17" N 63° 31' 36.67" W OTN3 44° 28' 00.33" N 63° 31' 13.33" W OTN4 44° 27' 39.50" N 63° 30' 50.00" W OTN5 44° 27' 18.67" N 63° 30' 26.67" W OTN6 44° 26' 57.83" N 63° 30' 03.33" W	between 44°28'42.0"N 063°32'00.0"W
		and 44°26'57.8"N 063°30'03.3"W
	Proposed date of removal is April 2013.	*DFO(6303910-01)*

SECTION 1
SAFETY AND GENERAL INFORMATION

*408 OWEN SOUND TO / À GIANT'S TOMB ISLAND – MEASURED DISTANCE

Reference Chart 2283 –Sheet 1

The following notice has been cancelled.

31-MAR-2000		
(P)Amend	legend Measured Distance/Base de vitesse 1852m 145°-325° to read Measured Distance/ Base de Vitesse 1853m 145°45'-325°45	44°49'03.0"N 080°12'42.0"W
	NOTE: This information will be included in the next edition of chart 2283.	

*409 TRYON SHOALS TO / À CAPE EGMON – LIGHT DISCONTINUED

Reference: Notice 305(P)/2012 is now cancelled see edition 1/2013 (Chart 4406)

(G2012-208)

*410 FLINT ISLAND TO / À CAPE SMOKEY – LIGHT AND WHISTLE BUOY DISCONTINUED

Reference: Notice 416(P) /2012 is now cancelled (Chart 4367)

(G2013-007)

SECTION 2
CHART CORRECTIONS

1310 - Section A-B - New Edition - 15-FEB-2008 - NAD 1983

19-APR-2013 LNM/D. 12-APR-2013

Replace	yellow anchorage spar buoy, marked VARA with yellow anchorage pillar buoy, marked VARA (See Chart No. 1, QI, Q23)	45°42'32.0"N 073°26'04.6"W
	This notice affects Electronic Navigational Chart: CA479155, CA579001	
		(Q2013037) DFO(6408796-01)
Replace	yellow anchorage spar buoy, marked VARB with yellow anchorage pillar buoy, marked VARB (See Chart No. 1, QI, Q23)	45°42'23.7"N 073°26'11.9"W
	This notice affects Electronic Navigational Chart: CA479155, CA579001	
		(Q2013038) DFO(6408797-01)

12-APR-2013 LNM/D. 08-MAR-2013

Delete	depth of 4 metres 7 decimetres (See Chart No. 1, I10)	45°40'49.4"N 073°27'22.9"W
	This notice affects Electronic Navigational Chart: CA579001	
		DFO(6408787-02)
Add	depth of 3 metres 0 decimetres (See Chart No. 1, I10)	45°40'48.9"N 073°27'23.6"W
	This notice affects Electronic Navigational Chart: CA579001	
		DFO(6408787-03)

1310 - Section B-C - New Edition - 15-FEB-2008 - NAD 1983

12-APR-2013 LNM/D. 08-MAR-2013

Replace	crib with depth of 13 metres 0 decimetres with crib with depth of 12 metres 5 decimetres (See Chart No. 1, Fb,Ka)	45°35'03.5"N 073°30'01.1"W
	This notice affects Electronic Navigational Chart: CA579080	
		DFO(6408787-01)

SECTION 2
CHART CORRECTIONS

1311 - Sorel-Tracy à/to Varennes - New Edition - 21-MAR-2008 - NAD 1983

19-APR-2013 — LNM/D. 12-APR-2013

Replace	yellow anchorage spar buoy, marked VAR-A with yellow anchorage pillar buoy, marked VARA (See Chart No. 1, QI, Q23)	45°42'32.0"N 073°26'04.6"W
	This notice affects Electronic Navigational Chart: CA479155, CA579001	
		(Q2013037) DFO(6408796-01)
Replace	yellow anchorage spar buoy, marked VAR-B with yellow anchorage pillar buoy, marked VARB (See Chart No. 1, QI, Q23)	45°42'23.7"N 073°26'11.9"W
	This notice affects Electronic Navigational Chart: CA479155, CA579001	
		(Q2013038) DFO(6408797-01)

12-APR-2013 — LNM/D. 08-MAR-2013

Delete	depth of 10 metres 1 decimetre (See Chart No. 1, I10)	45°57'27.3"N 073°12'13.2"W
	This notice affects Electronic Navigational Chart: CA479155	
		DFO(6408787-04)
Add	depth of 9 metres 7 decimetres (See Chart No. 1, I10)	45°57'26.8"N 073°12'12.3"W
	This notice affects Electronic Navigational Chart: CA479155	
		DFO(6408787-05)
Delete	depth of 9 metres 2 decimetres (See Chart No. 1, I10)	46°00'23.7"N 073°10'43.7"W
	This notice affects Electronic Navigational Chart: CA479155	
		DFO(6408787-06)
Add	depth of 9 metres 0 decimetres (See Chart No. 1, I10)	46°00'23.7"N 073°10'43.7"W
	This notice affects Electronic Navigational Chart: CA479155	
		DFO(6408787-07)

SECTION 2
CHART CORRECTIONS

1315 - Québec à/to Donnacona - New Edition - 27-APR-2012 - NAD 1983
26-APR-2013

Delete	depth of 12 metres 1 decimetre (See Chart No. 1, I10)	46°41'49.6"N 071°30'56.6"W
	This notice affects Electronic Navigational Chart: CA479020	
		DFO(6408790-02)
Add	depth of 11 metres 7 decimetres (See Chart No. 1, I10)	46°41'49.7"N 071°30'56.5"W
	This notice affects Electronic Navigational Chart: CA479020	
		DFO(6408790-03)
Delete	depth of 11 metres 1 decimetre (See Chart No. 1, I10)	46°41'38.0"N 071°31'27.0"W
	This notice affects Electronic Navigational Chart: CA479020	
		DFO(6408790-04)
Add	depth of 10 metres 7 decimetres (See Chart No. 1, I10)	46°41'38.3"N 071°31'26.9"W
	This notice affects Electronic Navigational Chart: CA479020	
		DFO(6408790-05)
Delete	depth of 14 metres 3 decimetres (See Chart No. 1, I10)	46°40'33.2"N 071°34'17.6"W
	This notice affects Electronic Navigational Chart: CA479020	
		DFO(6408790-06)
Add	depth of 13 metres 4 decimetres (See Chart No. 1, I10)	46°40'36.9"N 071°34'09.8"W
	This notice affects Electronic Navigational Chart: CA479020	
		DFO(6408790-07)

SECTION 2
CHART CORRECTIONS

1317 - Sault-au-Cochon à/to Québec - New Edition - 22-JUN-2012 - NAD 1983
19-APR-2013 LNM/D. 22-MAR-2013

Replace	red starboard hand lighted pillar bell buoy Q R, marked K108 with red starboard hand lighted spar bell buoy Q R, marked K108 (See Chart No. 1, Qf, Q24, Qc)	47°03'50.9"N 070°44'15.8"W
	This notice affects Electronic Navigational Chart: CA479025	
		(Q2013033) LL(1905) DFO(6408792-01)
Delete	depth of 11 metres 6 decimetres (See Chart No. 1, I10)	46°55'47.7"N 070°51'39.2"W
	This notice affects Electronic Navigational Chart: CA479025	
		DFO(6408793-01)
Add	depth of 11 metres 0 decimetres (See Chart No. 1, I10)	46°55'47.9"N 070°51'39.8"W
	This notice affects Electronic Navigational Chart: CA479025	
		DFO(6408793-02)
Add	depth of 9 metres 7 decimetres (See Chart No. 1, I10)	46°55'54.8"N 070°51'29.6"W
	This notice affects Electronic Navigational Chart: CA479025	
		DFO(6408793-03)
Add	depth of 10 metres 9 decimetres (See Chart No. 1, I10)	46°59'29.5"N 070°48'28.5"W
	This notice affects Electronic Navigational Chart: CA479025	
		DFO(6408793-04)
Delete	depth of 12 metres 1 decimetre (See Chart No. 1, I10)	47°01'52.5"N 070°45'51.6"W
	This notice affects Electronic Navigational Chart: CA479025	
		DFO(6408793-05)

SECTION 2
CHART CORRECTIONS

Add	depth of 11 metres 1 decimetre (See Chart No. 1, I10)	47°01'55.0"N 070°45'49.2"W
	This notice affects Electronic Navigational Chart: CA479025	
		DFO(6408793-06)
Delete	depth of 12 metres 5 decimetres (See Chart No. 1, I10)	47°08'32.5"N 070°40'42.3"W
	This notice affects Electronic Navigational Chart: CA479025	
		DFO(6408793-07)
Add	depth of 12 metres 1 decimetre (See Chart No. 1, I10)	47°08'33.7"N 070°40'39.7"W
	This notice affects Electronic Navigational Chart: CA479025	
		DFO(6408793-08)

1350 - Sorel-Tracy - Sheet/Feuille 1 - New Edition - 15-DEC-2006 - NAD 1983
19-APR-2013 LNM/D. 15-JUN-2012

Replace	green port hand spar buoy, marked SF5 with a green port hand pillar buoy, marked SF5 (See Chart No. 1, Qg, Q23)	46°02'55.9"N 073°06'24.7"W
		(Q2013036) DFO(6408795-01)

2257 - Clapperton Island to/à John Island - New Edition - 11-JAN-2002 - NAD 1983
12-APR-2013 LNM/D. 17-AUG-2007

Add	crib which covers and uncovers Rep (2011) (See Chart No. 1, Fb)	46°10'44.3"N 082°23'03.0"W
	This notice affects Electronic Navigational Chart: CA473251	
		DFO(6603861-01)
Delete	depth of 9 feet (See Chart No. 1, I10)	46°10'44.0"N 082°23'03.0"W
	This notice affects Electronic Navigational Chart: CA473251	
		DFO(6603861-02)

SECTION 2
CHART CORRECTIONS

2268 - Boyd Island to/à Spanish River - New Edition - 31-MAR-1989 - NAD 1927
12-APR-2013 LNM/D. 17-AUG-2007

Add	crib which covers and uncovers Rep (2011) (See Chart No. 1, Fb)	46°10'44.2"N 082°23'03.3"W

This notice affects Electronic Navigational Chart: CA473251

DFO(6603861-01)

2299 - Clapperton Island to/à Meldrum Bay - New Edition - 25-MAY-2001 - NAD 1983
12-APR-2013 LNM/D. 20-APR-2007

Add	crib which covers and uncovers Rep (2011) (See Chart No. 1, Fb)	46°10'44.3"N 082°23'03.0"W

This notice affects Electronic Navigational Chart: CA473251

DFO(6603861-01)

Delete	depth of 9 feet (See Chart No. 1, I10)	46°10'44.0"N 082°23'03.0"W

This notice affects Electronic Navigational Chart: CA473251

DFO(6603861-02)

4013 - Halifax to/à Sydney - New Edition - 06-SEP-2002 - NAD 1983
19-APR-2013 LNM/D. 22-FEB-2013

Delete	red starboard hand lighted pillar whistle buoy WHIS, FIR (See Chart No. 1, Qf)	46°21'28.2"N 060°14'49.1"W

This notice affects Electronic Navigational Chart: CA276271, CA376093

(G2013007) LL(795) DFO(6306343-01)

4015 - Sydney to/à Saint-Pierre - New Edition - 28-MAR-2003 - NAD 1983
19-APR-2013 LNM/D. 02-NOV-2012

Delete	red starboard hand lighted pillar whistle buoy WHIS, FIR (See Chart No. 1, Qf)	46°21'28.2"N 060°14'49.1"W

This notice affects Electronic Navigational Chart: CA276271, CA376093

(G2013007) LL(795) DFO(6306343-01)

SECTION 2
CHART CORRECTIONS

4022 - Cabot Strait and approaches / Détroit de Cabot et les approches, Scatarie Island to/à Anticosti Island / Île D'Anticosti - New Edition - 17-JAN-2003 - NAD 1983
19-APR-2013 LNM/D. 02-NOV-2012

Delete	red starboard hand lighted pillar whistle buoy WHIS, FIR (See Chart No. 1, Qf)	46°21'28.2"N 060°14'49.1"W

This notice affects Electronic Navigational Chart: CA276271, CA376093

(G2013007) LL(795) DFO(6306343-01)

4025 - Cap Whittle à/to Havre-Saint-Pierre et/and Île d'Anticosti - New Edition - 24-MAR-2006 - NAD 1983
26-APR-2013 LNM/D. 01-FEB-2013

Add	depth of 3 metres 9 decimetres (See Chart No. 1, I10)	49°17'44.1"N 061°47'41.0"W

This notice affects Electronic Navigational Chart: CA279043

DFO(6408762-01)

Delete	depth of 3 metres 7 decimetres (See Chart No. 1, I10)	49°17'34.1"N 061°49'13.9"W

This notice affects Electronic Navigational Chart: CA279043

DFO(6408762-02)

Add	depth of 1 metre 1 decimetre (See Chart No. 1, I10)	49°17'31.3"N 061°49'23.3"W

This notice affects Electronic Navigational Chart: CA279043

DFO(6408762-03)

Add	depth of 4 metres 6 decimetres (See Chart No. 1, I10)	49°16'17.9"N 061°47'25.1"W

This notice affects Electronic Navigational Chart: CA279043

DFO(6408781-01)

Add	depth of 10 metres 7 decimetres (See Chart No. 1, I10)	49°17'28.0"N 061°47'00.1"W

This notice affects Electronic Navigational Chart: CA279043

DFO(6408781-02)

SECTION 2
CHART CORRECTIONS

4045 - Sable Island Bank/Banc de l'Île de Sable to/au St. Pierre Bank/Banc de Saint Pierre - New Edition - 10-OCT-2003 - NAD 1983
19-APR-2013 LNM/D. 01-MAR-2013

Replace	depth of 1800 metres with 1650 metres against obstruction.	44°05'18.3"N 058°03'54.1"W
	This notice affects Electronic Navigational Chart: CA276090	
		DFO(6306345-01)
Replace	depth of 1450 metres with 1300 metres against obstruction.	43°52'07.0"N 058°35'56.9"W
	This notice affects Electronic Navigational Chart: CA276090	
		DFO(6306345-02)
Replace	depth of 1100 metres with 1000 metres against obstruction.	43°51'04.1"N 058°55'08.6"W
	This notice affects Electronic Navigational Chart: CA276090	
		DFO(6306345-03)

4049 - Grand Bank, Northern Portion Grand Banc, Partie Nord to/à Flemish Pass/Passe Flamande - New Edition - 19-MAY-1995 - NAD 1983
05-APR-2013 LNM/D. 01-MAR-2013

Add	suspended well with depth over wellhead unknown (See Chart No 1 L21.1)	46°36'14.0"N 047°57'54.0"W
	This notice affects Electronic Navigational Chart: CA276101	
		DFO(6306338-01)
Delete	private yellow spherical buoy (See Chart No 1 Q22)	46°38'47.2"N 047°56'33.0"W
	This notice affects Electronic Navigational Chart: CA276101	
		DFO(6306344-01)

4142 - Grand Lake - Sheet/Feuille 4 - New Edition - 01-NOV-1996 - NAD 1983
19-APR-2013 LNM/D. 13-NOV-2009

Replace	red starboard hand lighted pillar buoy FIR, marked E86, with red starboard hand lighted spar buoy FIR, marked E86	46°03'56.2"N 065°56'17.4"W
		LL(141.3) DFO(6306348-01)

SECTION 2
CHART CORRECTIONS

4237 - Approaches to/Approches au Halifax Harbour - New Edition - 02-JUN-2000 - NAD 1983
05-APR-2013 LNM/D. 08-FEB-2013

Add	depth of 17 metres, 1 decimetre (See Chart No. 1, I10)	44°37'07.3"N 063°30'44.0"W

This notice affects Electronic Navigational Chart: CA476009

DFO(6306342-01)

4279 - Bras D'Or Lake - New Edition - 28-AUG-1998 - NAD 1983
19-APR-2013 LNM/D. 22-FEB-2013

Delete	yellow ODAS/SADO lighted super-buoy Fl (5) Y, marked 44131 (See Chart No. 1, Q58) On certain copies	45°50'52.3"N 060°48'53.8"W

This notice affects Electronic Navigational Chart: CA376272

DFO(6306347-01)

4367 - Flint Island to/à Cape Smokey - New Edition - 03-APR-2003 - NAD 1983
19-APR-2013 LNM/D. 02-NOV-2012

Delete	red starboard hand lighted pillar whistle buoy WHIS, FIR, marked K6 (See Chart No. 1, Qf)	46°21'28.2"N 060°14'49.1"W

This notice affects Electronic Navigational Chart: CA276271, CA376093

(G2013007) LL(795) DFO(6306343-01)

4485 - Cap des Rosiers à/to Chandler - New Edition - 17-JUN-2011 - NAD 1983
05-APR-2013 LNM/D. 22-MAR-2013

Delete	depth of 20 metres 8 decimetres (See Chart No. 1, I10)	48°38'43.0"N 064°10'26.2"W

This notice affects Electronic Navigational Chart: CA379086

DFO(6408759-01)

Delete	depth of 19 metres 8 decimetres (See Chart No. 1, I10)	48°38'19.0"N 064°10'07.3"W

This notice affects Electronic Navigational Chart: CA379086

DFO(6408759-02)

SECTION 2
CHART CORRECTIONS

Add	depth of 17 metres 6 decimetres (See Chart No. 1, I10)	48°38'36.7"N 064°10'28.8"W
	This notice affects Electronic Navigational Chart: CA379086	
		DFO(6408759-03)
Add	depth of 18 metres 6 decimetres (See Chart No. 1, I10)	48°38'16.8"N 064°10'10.7"W
	This notice affects Electronic Navigational Chart: CA379086	
		DFO(6408759-04)

8012 - Flemish Pass/Passe Flamande - New Edition - 11-OCT-2002 - NAD 1983
05-APR-2013 LNM/D. 01-MAR-2013

Add	suspended well with depth over wellhead unknown (See Chart No 1 L21.1)	46°36'14.0"N 047°57'54.0"W
	This notice affects Electronic Navigational Chart: CA276101	
		DFO(6306338-01)
Delete	private yellow spherical buoy (See Chart No 1 Q22)	46°38'47.2"N 047°56'33.0"W
	This notice affects Electronic Navigational Chart: CA276101	
		DFO(6306344-01)

SECTION 4
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

ARC 403 — Western Arctic, First Edition, 2011 —

Chapter 8 — Delete paragraph 152
Replace by: 152 **Caution**. — A **shoal sounding** of 27 feet (8.2 m) lies 2.5 miles NNW of Hovgaard Islands. **Rocks and shoals**, position approximate and reported in 1956, are 3 miles SW of the west island. A **preliminary report** from a survey conducted in 1998 stated that a **shoal depth** of 1 foot (0.3 m) lies 1.25 miles SW of the west Hovgaard Island. A **shoal depth** of 19 feet (5.8 m) lies 1.6 miles NNE of the west Hovgaard Island. A **shoal**, reported in 1988, is 4.5 miles east of the NE end of Hovgaard Islands

(C2013-007.01)

ATL 100 — General Information — Atlantic Coast, Second Edition, 2007 —

Chapter 1 — Paragraph 120, after "CCG offices"
Insert: or visit www.marinfo.gc.ca on a regular basis

(Q2013-015.1)

ATL 102 — Newfoundland — East and South Coasts, Second Edition, 2008 —

Chapter 3 — Paragraph 64
Delete: "84 m (276 ft) ... 51 m (167 ft)"
Replace by: 93 m (305 ft) from the west side of the harbour to a depth of 4.7 m (15 ft) alongside the east face of the outer end 53 m (174 ft)

(N2013-03.1)

ATL 103 — Newfoundland — Southwest Coast, Second Edition, 2010 —

Chapter 1 — Paragraph 10, after "opposite the wharf."
Insert: Another floating wharf is moored about 574 feet (175 m) NW of the north end of the previously described Public wharf.

(N2013-03.2)

Chapter 2 — Paragraph 56
Delete: 68 m (223 ft)
Replace by: 95 m (312 ft)

(N2013-03.3)

Chapter 2 — Paragraph 57, after last line of correction promulgated in Monthly Edition No. 4/2010
Add: A floating wharf is moored off the SE side of the Public wharf.

(N2013-03.4)

Chapter 2 — Delete paragraph 100
Replace by: 100 Another **wharf** extends 37 m (121 ft) in an ENE direction from the inner end of the previously mentioned Public wharf. It has depths of 1.5 to 2 m (5 to 7 ft) alongside.

(N2013-03.5)

SECTION 4
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

ATL 106 — Gulf of Maine and Bay of Fundy, First Edition, 2001 —

Inside front and back covers
Delete: Rescue Co-ordination Centre
Trenton (Great Lakes area)
1-800-267-7270
Replace by: Joint Rescue Coordination Centre
(JRCC Halifax)
1-800-565-1582
1-902-427-8200

(A2013-006.2)

ATL 108 — Gulf of St. Lawrence (Southwest Portion), First Edition, 2006 —

Chapter 1 — Paragraph 228, after "North cardinal light and"
Delete: whistle
Replace by: bell

(A2013-008.5)

Chapter 2 — Delete paragraph 54
Replace by: 54 A **fixed highway bridge**, with a *restricted* vertical clearance, spans the harbour. The **channel** under the bridge leads into Lagune du Havre aux Maisons. An **overhead cable**, with a vertical clearance of 10 m, is 0.2 mile upstream of the bridge. A submerged crib, at a depth of 1 m, is on the west shore, immediately upstream of the overhead cable.

(Q2012-058.1)

Chapter 2 — Delete paragraph 55
Replace by: 55 Inside **Lagune du Havre aux Maisons** and near **Pointe à Mounette** there are **wharves**, a **marina** *(Club nautique du Chenal)*, **launching ramps** and a fish plant. The wharves are partially in ruins. See the Appendix for marina facilities.

(Q2012-058.2)

Chapter 2 — In the vicinity of paragraph 85
Replace the **L'ÎLE-D'ENTRÉE** diagram with the new one provided in **Section 4** of this Monthly Edition.
L'ÎLE-D'ENTRÉE diagram – PDF format – http://www.notmar.gc.ca/eng/services/notmar/sec4apr13e.pdf
or JPG format - http://www.notmar.gc.ca/eng/services/notmar/sec4apr13e.jpg

(Q2013-014.1)

Chapter 4 — Delete paragraph 110
Replace by: 110 A navigation **beacon** is situated on **Pointe à Peinture**.

(A2013-008.6)

ATL 109 — Gulf of St. Lawrence (Northeast Portion), First Edition, 2006 —

Chapter 1 — Paragraph 39
Delete: "62-foot (19 m) wide ... is required."
Replace by: 33-foot (10 m) wide outer end; local knowledge is required. Underwater rock cribs from a previous wharf section extend 30 feet (9 m) SE from the outer end of the wharf; caution is advised.

(N2013-03.6)

SECTION 4
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Chapter 1 — Paragraph 40
Delete: "a T-shaped **wharf** ... approach to the wharf"
Replace by: there are two floating wharves and a boat ramp. Caution is advised in the approach to the floating wharves

(N2013-03.7)

Chapter 1 — Paragraph 76, after "(1.3 to 1.9 m) alongside."
Insert: In 2012, an additional 49 feet (15 m) long section was added to the outer end of the Public wharf. A crib measuring 39 by 26 feet (12 by 8 m) and connected to the shore on its south side by a stone breakwater has been constructed about 49 feet (15 m) east of the outer end of the Public wharf. There is a depth of 6 feet (1.7 m) between the outer end of the Public wharf and the crib.

(N2013-03.8)

Chapter 1 — Paragraph 83
Delete: disrepair
Replace by: ruins

(N2013-03.9)

Chapter 2 — Paragraph 103, after "is shown from a tower"
Delete: with two fluorescent-orange daymarks

(Q2012-079.1)

Chapter 2 — Paragraph 172, after "**pier** for the shuttle." (Re: correction promulgated in Monthly Edition No. 3/2012)
Add: There is also a **slipway** on a point 0.2 mile north of this wharf.

(Q2013-018.1)

Chapter 3 — Paragraph 12
Delete: "A floating wharf ... south shore of the cove."

(N2013-04.0)

Chapter 3 — Paragraph 13
Delete: disrepair in 2005
Replace by: ruins

(N2013-04.1)

Chapter 3 — Paragraph 17
Delete: "depths of 9 to 12 feet (2.7 to 3.7 m) ... SE end of the previous wharf."
Replace by: a depth of 10 feet (3.1 m) alongside the south face of the outer end 112 feet (34 m) long. A **light** *(216.7)* is shown from a mast on the outer end of the Public wharf. Caution is advised as depths of 8 feet (2.5 m) are located 49 feet (15 m) north and east of the outer end of the wharf. Another **wharf** with depths of 6 to 12 feet (1.8 to 3.8 m) extends 282 feet (86 m) SE from the inner end of the previously described Public wharf. At the SE end of this wharf a pier extends 118 feet (36 m). The pier has a depth of 13 feet (3.9 m) alongside its NW face.

(N2013-04.2)

SECTION 4
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Chapter 3 — Paragraph 26
Cancel correction promulgated in Monthly Edition No. 1/2011
Delete: "138 feet (42 m) ... 56 feet (17 m) long."
Replace by: 102 feet (31 m) from the shore at the south entrance point to the cove to depths of 5 to 7 feet (1.6 to 2 m) alongside the seaward face of the outer end, 102 feet (31 m) long.

(N2013-04.3)

Chapter 3 — Paragraph 51, after "Public **wharf**"
Insert: in disrepair and barricaded in 2012

(N2013-04.4)

Chapter 3 — Paragraph 96, after "located at the settlement."
Add: A **light** *(207.5)* is shown from a mast on the outer end of the stone breakwater.

(N2013-04.5)

Chapter 3 — Paragraph 144
Delete: disrepair in 2003.
Replace by: ruins in 2012.

(N2013-04.6)

Chapter 3 — Paragraph 148, last line
Add: Construction was ongoing on the north side of the wharf in 2012. Caution is advised as exposed piling may be present.

(N2013-04.7)

Chapter 3 — Paragraph 150 (Re: Correction promulgated in Monthly Edition No. 9/2007)
Delete: "marine service centre ... 45 tonne travelift"
Replace by: former marine service centre

(N2013-04.8)

Chapter 4 — Paragraph 52, after "outer end."
Insert: This wharf was in ruins in 2012; caution is advised.

(N2013-04.9)

Chapter 4 — Paragraph 76
Delete: "a least depth of 11 feet (3.4 m)"
Replace by: depths of 6 to 8 feet (1.7 to 2.5 m)

(N2013-05.0)

APPENDICES — Table **Marine Repair Facilities**
Delete all information pertaining to Winterhouse Brook (NL).

(N2013-05.1)

ATL 110 — St. Lawrence River — Cap Whittle/Cap Gaspé to Les Escoumins and Anticosti Island, Third Edition, 2011 —

Chapter 1 — Paragraph 28
Delete: 4.3 m
Replace by: 3 m

(Q2013-009.1)

Chapter 3 — Paragraph 66
Delete: floating wharves and

(Q2012-056.1)

SECTION 4
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

ATL 112 — St. Lawrence River — Cap-Rouge to Montréal and Rivière Richelieu, Third Edition, 2009 —

Chapter 1 — Delete paragraph 114
Replace by: 114 Champlain **leading lights** *(2063, 2064)*, in line bearing 264°, mark **Route de Champlain**. The lights are situated on the north shore of the river, about 0.8 mile upstream of Champlain. The leading lights are visible in line of range. A second **light** *(2063.1, 2064.1)* on each of the structures is visible from all points of marine approach. The leading lights are shown from fluorescent-orange daymarks with black stripes.

(Q2013-016.1)

Chapter 2 — Delete paragraph 38
Replace by: 38 Route Louiseville Downstream **leading lights** *(2143, 2143.5)*, in line bearing 250°, mark **Route Louiseville Aval**. The front light is shown from a tower on a pillar located in the lake *(46°11'N, 72°55'W)*. The rear light is shown from a tower on another pillar also located in the lake. The leading lights are visible in line of range and are shown from fluorescent-orange daymarks with black stripes. A second **light** *(2143.1, 2143.51)* on each of the pillars, fitted with radar reflector, is visible from all points of marine approach. A **racon** (— •) is fitted on the rear tower.

(Q2013-016.2)

Chapter 2 — Delete paragraph 39
Replace by: 39 Route Louiseville Upstream **leading lights** *(2144, 2145)*, in line bearing 044°, mark **Route Louiseville Amont**. The front light, fitted with a radar reflector, is shown from a tower on a pillar located close NW of **light buoy** *S80 (2141; 46°12'N, 72°54'W)*. The rear light is shown from a tower on a pillar located in the lake. These lights are visible in line of range and are shown from fluorescent-orange daymarks with black stripes. A second **light** *(2144.1, 2145.1)* on each of the pillars is visible from all points of marine approach.

(Q2013-016.3)

Chapter 2 — Delete paragraph 129
Replace by: 129 Route de l'Île Saint-Ours **leading lights** *(2282, 2283)*, in line bearing 182½°, is the reciprocal course of the previous leading lights. The front light is located near the east shore of the river, opposite Île de Saint-Chef. The lights are visible only when in alignment. The rear light has a second **light** *(2283.1)* which is visible from 066½° through east to 112½°. The lights have fluorescent-orange daymarks with black stripes.

(Q2013-016.4)

ATL 120 — Labrador, Camp Islands to Hamilton Inlet (including Lake Melville), First Edition, 2004 —

Chapter 1 — Paragraph 165
Delete: "13 m (43 ft) ... SW corner of the wharf."
Replace by: 31 m (102 ft) long with a depth of 2.6 m (9 ft) alongside.

(N2013-05.2)

SECTION 4
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Chapter 1 — Paragraph 176.1 (Re: Correction promulgated in Monthly Edition No. 3/2008)
Delete: "A stone breakwater ... of the breakwater."
Add: 176.2 Another Public **wharf**, protected by a stone breakwater, is located about 0.25 mile west of the previously described L-shaped Public wharf. This Public wharf is 32 m (105 ft) long with depths of 2.4 to 2.8 m (8 to 9 ft) on its south face and 2 to 3 m (7 to 10 ft) on its north face. Between this wharf and two floating wharves moored about 35 m (115 ft) north there are depths of about 2 m (7 ft). A gravel boat ramp is located adjacent to the floating wharves.

(N2013-05.3)

CEN 301 — St. Lawrence River, Montréal to Kingston, Second Edition, 2010 —

Chapter 4 — Paragraph 103, after "***Tibbetts Point Light (***"
Delete: *44°06.0'N., 76°22.2'W.*
Replace by: *44°06'02"N., 76°22'14"W.*

(C2013-009.01)

CEN 302 — Lake Ontario, First Edition, 1996 —

Chapter 2 — Paragraph 11, after "***Tibbetts Point Light (***"
Delete: *44°06.0'N., 76°22.2'W.*
Replace by: *44°06'02"N., 76°22'14"W.*

(C2013-006.01)

Chapter 5 — Paragraph 109, after "***Fort Niagara Light (***"
Delete: *43°15.7'N., 79°03.8'W.*
Replace by: *43°15'42"N., 79°03'50"W.*

(C2013-006.02)

INDEX — After "Eastern Gap, *60*"
Insert: East Charity Shoal, *27*

(C2013-006.03)

INDEX — After "Eastern Gap, C3/P262" (Print-On-Demand Version)
Insert: East Charity Shoal, C2/P53

(C2013-006.04)

CEN 306 — Georgian Bay, First Edition, 1998 —

Chapter 7 — After paragraph 87
Insert: 87.1 A rock with a drying height of 1 foot (0.3 m) lies close to the north side of the west end of Big Dog Channel.

(C2013-008.01)

Chapter 7 — Adjacent to paragraph 87.1, add a caution pictograph.

(C2013-008.02)

SECTION 5
LIST OF LIGHTS, BUOYS AND FOG SIGNALS CORRECTIONS

No.	Name	Position — Latitude N. Longitude W.	Light Characteristics		Focal Height in m. above water	Nominal Range	Description — Height in meters above ground	Remarks — Fog Signals
ATLANTIC								
795	*Point Aconi light and whistle buoy K6*							*Delete from list.* **Chart:4367 Edn 04/13(G13-007)**
1033	Miminegash range	On extreme outer end of N. breakwater. 46 52 48.7 64 14 07.2	F	R	.....	5.7	8 Square skeleton tower, white daymark, red vertical stripe. 3.8	Seasonal.
1034		173°11' 494m from front.	F	R	.....	13.5	8 Square skeleton tower, white daymark, red vertical stripe. 12.9	Seasonal. **Chart:4906 Edn 04/13 (G10-220)**
1345.4 *H1620.4*	Dalhousie Harbour range	On International Paper Co. wharf. 48 04 20.6 66 22 10.4	Iso	R	1s	7.1	5 Square skeleton tower, white daymark, red vertical stripe. 6.8	Visible in line of range. Operates at night only. Year round.
1345.5 *H1620.41*		264°24' 614.4m from front.	Iso	R	4s	9.0	13 Square skeleton tower, white daymark, red vertical stripe. 8.2	Visible in line of range. Operates at night only. Year round. **Chart:4426 Edn 04/13 (G10-229)**
1507.5	*Sandy Hook Channel light buoy YM7*	*47 16 07 61 43 28.6*	*Fl*	*G*	*4s*	.....	..... *Green, marked "YM7".*	*Seasonal.* **Chart:4950 Edn 04/13(Q12-138)**
1574 *H1911*	Pointe de Kégashka	On point. 50 10 32.2 61 15 57.3	Fl	W	6s	13.7	8 Square skeleton tower, 6.6	Flash 1 s; eclipse 5 s. Operates at night only. Year round. **Chart:4452 Edn 04/13(Q12-152)**
1905	*Cap Tourmente light buoy K108*	*N. entrance to North Traverse. 47 03 50.9 70 44 15.8*	*Q*	*R*	*1s*	.....	..... *Red spar, marked "K108".*	*Year round.* **Chart:1317 Edn 04/13(Q13-033)**

CANADIAN COAST GUARD
MARINE INFORMATION REPORT AND SUGGESTION SHEET

Name of Ship or Sender:..... Date: .....

Address of Sender: .....
Street # Street Name

Town / City: ..... Prov / State: ..... Postal Code / Zip Code: .....

Tel / Fax / E-mail address of sender (if appropriate): .....

Observation Date: ..... Time (UTC): .....

Geographical Position: .....

Coordinate Position: Lat: ..... Long: .....

Position Method: ❑ DGPS ❑ GPS with WAAS ❑ GPS ❑ Radar ❑Other

Horizontal Datum Used: ❑WGS 84 ❑ NAD 27 ❑ Other

Estimated Position Accuracy: .....

Chart #: ..... Datum: ❑ NAD 27 ❑ NAD 83

Chart Edition: ..... Last Correction applied: .....

Publications affected: (Quote Volume and page): .....

*Full details (Attach additional sheets as necessary)... .....

Mariners are requested to notify the responsible authorities when new or suspected dangers to navigation are discovered, changes are observed in aids to navigation, or corrections to publications are seen to be necessary.

In the case of new or suspected dangers to navigation, it is important that all details be given in order to aid with future investigations. Items of interest include heights, depths, physical description, type of bottom and equipment method used to position the item. It is helpful to mark details on chart, which will be promptly replaced by the Canadian Hydrographic Service.

Reports should be made to the nearest Marine Communications and Traffic Services Centre (MCTS) and should be confirmed in writing to:

Director, Navigation Systems
Canadian Coast Guard
Department of Fisheries and Oceans
Ottawa, Ontario, K1A 0E6

atn-aln@dfo-mpo.gc.ca

In the case of information concerning aids to navigation or the List of Lights, Buoys and Fog Signals.

OR

Dominion Hydrographer
Canadian Hydrographic Service
Department of Fisheries and Oceans
Ottawa, Ontario, K1A 0E6

CHSINFO@DFO-MPO.GC.CA

In the case of new or suspected dangers to navigation or where corrections to "Sailing Directions" appear to be necessary.

Or general questions on Coast Guard programs or services please send an e-mail message to:
info@dfo-mpo.gc.ca
(Please include your postal code and e-mail address)